BYNUM IS IN DESPERATION

On the Eve of His Defeat He Turns to Snap and Snarl at the Journal.

His Last Speech a Mixture of Demagogy and Vituperation That Classifies Him as a Ward Bummer.

Circular Falsehood Against His Opponent. Mr. Henry, Gotten Out.

Young Republicans Have an Enthusiastic Parade-Last of the Noon Meetings Was a Hummer.

BYNUM TRIES TO TALK.

Giving Falsehoods to Workingmen-"Sassy" Talk About the Journal.

W. D. Bynum, Democratic candidate for Congress, addressed a meeting of workingmen at the Masonic Hall last night. It is but just to say that the ball was filled to its seating capacity, and that those who filled it were the workingmen chiefly. While the crowd was of a pretty good size, it was anything but an enthusiastic one, and the greatest flights of the "grass-burner" failed to arouse it. Mr. Bynum, his brother, a representative of the Sentinel, and another gentleman, occupied the stage. There was little or no applause when the Congressman stepped forward after having been introduced to his audience. He took the first half hour in explaining and defending all of his acts since the time he first came into publicity. The earnestness with which he labored to impress on his hearers that these acts had always been done after the mature deliberstion of his unexcelled mind and with no other thought than that it would be for | idle men about the building. Everwhere ly amusing. When he concluded he asked in sepulchral tones: "Do you suppose that my opponent in this canvass would have done all that if he had had a chance?" He answered the question himself: "No:

he has ever been on the side of high-handed capital and the foe of the laboring man." Then he ran tariff out of his throat in as badly a mutilated condition as a man emerging from the tail-end of a threshing-machine. "Why, my friends," said he, "there are more crimes committed in the name of 'protection' than in that of any other word in the English laguage." As he progressed his utterances became rather paradoxical. In opening he told, in commiserating tones, how the laboring man was slowly being starved to death; how he was gradually being forced down into the last ditch to there be stamped out of existence by tyrant capital. Later he vaunted that the American labor was the best cared for in the world; that it was the most intelliand then asked them to vote for the Demecratic party that it might remain so. Again, early in his discourse, he stated that wealth, that wages, that, in fact, the entire country was controlled by the cest of labor and by what labor does. Later he said: "Labor has nothing whatever to do with the industries of this country. It controls nothing; is no part of it. I tell you it is the machinery that does the work, and controls the wages, and fixes the prices," and he gave an "O-I-know-what-I'm-talk-ing-about" shake of his head. There were a number of pictures of Cleveland fastened about on the walls, and, as he finished the foregoing remark, one of them suddenly broke loose. Twisted about by the breeze from an open window it whirled and twisted as though in evident pain, and then sunk to the floor in utter collapse. A gambler would not have bet that there was such a man as Cleveland after that incident. The speaker said that Mr. Carnegie was President Harrison's best friend, and that protection had done more for Mr. Carnegie than for any other man in the country, or on the earth, or the sky, or the sea. Then he said that Republicans were trying to make laboring men believe that that greatest foe of theirs, Frick, was a Democrat. His words: "Now, there is the Indianapolis Journal. I pause for fear of insulting my audience. That scurrilous sheet which ought not to be telerated in an enlightened community, it says that Frick is a Demoerat, but I know that no self-respecting | the amount of benefits assessed against citizen will believe what appears in its columns without it is sworn to by affidavit.

It is filled with mean, vicious lies for the purpose of deceiving men as you are, and wonder that a community of this stamp supports its existence. It is an insult to decency." The speaker had to pause when he was delivered of this tirade and wipe his mouth with his bandkerchief. It is not known whether he kept the handkerchief after so using it or not. Mr. Bynum again made that false charge against Mr. Henry that he was the originator and abettor of what is known as the conspiracy law of 1881. This law, in effect, was one which made it an offense for any one to interfere with the running of trains at the time of a strike. Mr. Henry's denial of the charge is given in another part of this article. Mr. Bynum concluded his talk shortly afterward. His audience had been

thinned at adjourning time. Mr. Bynum and his agents circulated through the mails yesterday a circular which reached nearly every Democratic voter in the district, and which was to the effect that Charles Henry was the author of the conspricy law. Below is what Mr. Henry has to say in the matter:

It is not true that I was the author of the law. It is true that I voted for it. The section in reference to interfering with the running of rail-way trains was one of three hundred sections of the law, and no special attention was ever called to it while it was pending in the Legislature. It was the law prepared by a commission, ap-pointed by a Democratic Governor for the revision of statutes. This commission was ecmposed of one Republican, Judge Frazer, of Warsaw, and Judge Stotsenberg of New Albany, and David Turpie, of Indianapolis, now United States Senator—the two last-named gentlemen being Democrats. I know of no reason why Democrats should go howling around the country about the passage of a law which was prepared by two of their own people, and especially when one of them is now in the United States Senate, and recommended for re-election by his party. The law was prepared by a Democrat, introduced in the House by a Demo-orat, and no objection was ever made to the sec-tion referred to until organized labor found aft-erward that it interfered with its interests, when the repeal of the law was demanded in 1887. At the time it was passed, in 1881, and for several years afterward, there was no thought of its interfering with organized labor.

INFORMAL PARADE OF FIRST VOTERS. Last Demonstration of the Campaign Was an Enthusiastic One.

Last night, as a last farewell to the brilliant Republican campaign that has been made in this city, an impromptu parade formed in front of the Marion Club rooms, on Ohio street, for one more skim around the city. Several of the Marion and Fairbanks Clubs fell in line, led by C. C. Koerner, E. M. Bronson, George W. Evans and Warren Jones, on horseback. The Marion Club boys were met on Ohio street by the Fairbanks brigade. All kinds of drums and tin horns furnished martial music, while lithograph pictures of General Harrison hung on every man. Nobody expected so many would march on the still evening before the great battle. Mr. James E. Shepherd, Frank Fairbanks, jr., and C. F. Greenough were prominent in the front ranks. The Harrison Zonaves joined the parade on Pernsylvania street, in front of the New Denison, and the colored drum corps slid in at the corner of Washington and Pennsylvania streets, at which point the line of march turned west and proceeded with rousing cheers to Illinois, thence south to Union Station, counter-marching to Washington street, hence west to Tennessee street, counter-

marching on Washington east to Delaware street, and from there back on Washington to Pennsylvania, north on Pennsylvania to Ohio and west on Ohio to Meridian, where the parade disbanded with cheers for Harrison and the Republican ticket. The spirit of the movement was caught up on every side as the small column of about fifteen hundred young men walked down the streets, handkerchiefs waved from the windows above, while the crowds on both sides of the street yelled "Harrison" until their vocal organs capitulated. It was a parade significant of the interest and enthusiasm of the Republicans of this city who are saying little, but at the same time sawing wood that will be corded up to-night.

NOON MEETING.

The Last of the Series Proves to Be One of Intense Interest.

Yesterday the last of the successful noon meetings was held at the county committee-rooms. It was but natural that excitement should begin to become intense at a period when the election was but a day away, but the Republicans were in no way prepared for the crowd that completely filled the building, surged and elbowed on the outside to get within hearing distance of the speakers. Men climbed up on the window-sills and thrust their heads in over the sashes to hear what was going on. When one man had remained there for some time some one in the crowd would call "next" and supplant the man in his advantageous position. W. H. Orpwood presided at the meeting, and the first speaker introduced was the Hon. Patrick Kelleher. He said that doubtless all of his hearers had made up their minds as for whom they were going to vote, and then warned them to be sure to know how to cast that vote. He nrged the Republicans to get out their full vote, and to make no mistakes. He was followed by several speakers, in practically the same tenor. The crowd did not diminish when the noon hour was over and the speaking stopped. All through the afternoon the reoms, both above and below, were througed with Republicans, some seeking advice as to where and how to vote, while others came to give it. The afternoon was spent by the managers of the county campaign in arranging the last details, and there were no chairs for feeling of hopefulness for the success of the Republican county toket. Chairman Moores said that while it was impossible for any man to foretell the result either way yet it seemed to him as if victory was certain. Secretary Fesler expressed the same opinion, and there were no blue faces to be seen. The Republican forces are more than carefully organized, and when the vast machinery is set in motion it is certain that every voter will be brought to the polls. There will be no stay-at-

Colored Republicans Meet, The colored Republicans held a very enthusiastic meeting at the corner of Fourth and Howard streets last night. The speakers were L. G. Rothschild, F. M. Lowes, George Knox and J. B. Rush.

IN THE COURTS.

Proximity of Blection Stope Everything but

the Perennial Divorce Mill. Mary Lewis filed suit for divorce, yesterday, from her husband, William Lewis The parties to the suit are colored, and one of the causes alleged upon which the separation is sought is that the defendant assoclated with white women. Mrs. Lewis asks that in addition to the granting of the divorce she be restored to her maiden name. Mattie E. McCarty wants a legal separation from John L. McCarty, alleging oruelty, failure to provide and abandonment.

General Term Decisions, The Superior Court in general term yesterday decided the following cases:

Nancy J. Nye vs. The Grand Lodge, A. O. W .; affirmed pro forma. Sample Loftin vs. John L. Sullivan; reversed. Walker J., dissenting. D. W. Henry vs. A. C. Brunson; affirmed with Aultman, Miller & Co. vs. B. Koehring; af-

Sarah J. Smith vs. Marcy Murry; aftirmed pro forma. Christian Hoss vs. Eliza Hoss; affirmed.

A. R. Baker et al. vs. The Supreme Sitting of the Order of the Iron Hall; affirmed pro forma. Irvington Brings Suit. The town of Irvington has begun suit in the Superior Court against C. M. Cross and his wife to foreclose a sewer lien for \$35,

their property in the construction of the Irvington sewer.

The Court Record. SUPERIOR COURT.

Room 3-Hon. Pliny W. Bartholomew, Judge. George B. Yandes vs. Issac C. Pugh et al. foreclosure. Judgment against Pugh for 37,196,12 by agreement of parties and a decree of foreclosure. John Schley, Receiver vs. Henry K. Slaughter et al.; to set aside conveyance. Dismissed and costs paid.

New Suits Fried. Mattie McCarty vs. John L. McCarty; divorce. Room 1. Ella Tagg va. George Tagg; divorce. Room 1.

The Town of Irvington vs. C. M. Cross et al.; foreclosure of sewer lien. Room 2. Mary Lewis va. William Lewis. Room 3. CIRCUIT COURT.

a fickle one, and, kept running in and out all during the evening. The sound of a Hon. Edgar A. Brown, Judge. passing drum corps drew out a big squad of them, and the hall was pretty well Ida Bergman vs. John F. Bergman: di vorce. Decree granted plaintiff. State ex rel. Lenora Walden vs. Otto Long; bastardy. Compromised and

New Suit Filed. John R. Welch, Administrator, vs. George J. Dudley; petition for commission to make deed.

PENSIONS FOR VETERANS.

Residents of Indiana and Illinois Whose Claims Have Been Allowed. Pensions have been granted the followng-named Indianians:

Original-Tyler Jefferson, Allen H. Benton

Original-Tyler Jesterson, Allen H. Benton, Benoni Beary, Augustus Gregory, Anson Gill, John Cale, Andrew R. Ellis, Thomas J. New, Frederick Cook, John C. Morris. Moses B. Masters, Edmund Black, John N. Lang, William H. H. Rike, John W. Davidson, Solomon Hoss, William Dougherty, Robert W. F. Day, James M. Little, Louis Brink. Additional-J. Lewis Lario, Henry Wagner, Samuel J. Kimble, Charles Hooker, Josiah Cartwright, James B. Gray, Henry Spingler, Simon Forlow, Haydon Watson, Peter Phillips, Henry H. Coffeen, Charles H. Peter Phillips, Henry H. Coffeen, Charles H. James, Thomas McCutchan, Supplemental—Alfred Miller. Increase—Jacob M. Thatcher, Bartlett Kirby, Daniel C. Boyer, Allen E. Tuck-er, Salathiel Sheets, James Carter, Louis Lemert, George T. Peters, Isaiah Richardson. Reissue

—M. McConnell, Michael Peach. Original
widows, etc.—Delila A. Bailey, Catharine
Evans, Sarah Christy, minors of Daniel Hill,
minors of Charles Oswald, minors of J. Worley,
minors of William H. Holbrook, Lydia E. Geisendorff, Martha J. Paugh, Catherine McLaughlin, Mary James, Anna McConnell, Rachel Foster, Katherine Parr, Louisa Wyttenbach, minor of John N. Lang, minor of William F. McGinnis, minor of Henry T. Williams, Mary A. Story, Margaret Hamilton, Ellen M. Lucas, Lydia Wallace, Sarah Jane Hay, Virginia A. Ream, Malinda Lovell, Mary Staffinger.

TO RESIDENTS OF ILLINOIS. Original-Plato Coates, William H. Cheeser, Thomas W. Cleaveland, Henry C. Conner, James Houlihan, William Chapman, Cyrus Shockey, Sanford C. Horton, John Draut, George E. Hewlin, James B. McDonald, George C. Herndon, Alpin D. Gogin, John A. Allen. Francis Huner, Francis A. Edmunds, Howe More, Frank Lucas, John Britt, Warren G. Bent, William M. Dobson.
Additional—George W. Woodcock, Smith
E. Jones, William Martin, Enoch Brady,
John W. Stull, Francis R. Eley, John Ingle, William C. Farnsworth, David Miller, John A. McIlwain, Graham McClossen, Jasper Scally. Increase—Heinrich Kentz, Josiah H. McDonald, Michael Hampton (deceased.) Reissue-Charles R. Edwards, Charles T. Higdon, Original wid-ows, etc.—Catherine Fehl, Abigail Drummond, Elizabeth Schmidt, Matilia C. Batton, Jacobina Haffner. Addie Hampton, Sabina F. Wiegel, Marie E. Pieper, Clara J. Ziders, Margaret Car-roll, Jane Ragan. Mexican survivor—Enos Turner.

Machiniste' Ball,

The ball given by the Machinists' International Association at Tombinson Hall last night was a great social and financial success, the net proceeds amounting to \$360.

83 50 to Chicago-\$3.50 Via Pennsylvania Line from Indianapolis. AFFAIRS OF THE RAILWAYS.

Increase in Freight Shipments by Lines in the Central Traffic Association. East-bound shipments of freight from Chicago last week, by all lines, aggregated 74.569 tons, against 31,046 for the preceding week, a decrease of 6,477 tons, and against 58,265 for the corresponding time last year, an increase of 16,304 tons. The movement by lake amounted to 82,447 tons, against 81,947 during the preceding week, an increase of 500 tons. Through shipments of flour, grain, and shipments from Chicago to the sea-board by the roads in the Central Traffic Association amounted to 30,241 tons, agains 28,476 for the preceding week, an increase of 1,765 tons, and against 26,224 for the corresponding week last year, an increase of 4,170 tons. Of this traffic the Vanderbilt lines carried 62 per cent.; the Pennsylvania lines, 20; the Chicago & Grand Trunk, 11; and the Baltimore & Onio, 7 per cent.

Personal, Local and General Notes. J. P. O'Brien has been appointed assist-ant superintendent of the Iowa Central

A division superintendent on the Northern Pacific has been fined \$50 for overworking employes.

W. R. Woodard general manager of the Kentucky & Indiana bridge and terminals, was in the city yesterday. In the week ending Nov. 5 there were transferred over the Belt road 14,915 cars, and road engines handled 855 cars of stock. The Big Four handled on its system in

October 149,901 loaded cars, against 115,258

in October, 1891; increase this year, 34,643, or 23.11 per cent. Atlanta, Ga., is to have a belt road five miles in length, connecting all the roads centering there. It is to be operated as an

independent line. Under a recent Indiana decision a baggagemaster is considered a co-servant with the conductor in case a collision occurs through negligence.

J. A. Robertson, receiverof the Monterey & Mexican Gulf road, has appointed John Grace general superintendent, with headquarters at Monterey.

Roil Lister, passenger conductor on the Big Four, has just completed his thirtieth year in that position, and during that time has averaged 5.630 miles per month. Stephen Sult, a veteran roadmaster ou the New York Central, was last week re-

tired on a pension. He is now eighty years old, and begun railroad service in 1833. The wages of conductors, baggagemen and brakemen on the Great Northern road have been voluntarily increased by the management in sums varying from 16 to 25 per cent.

German and London houses have been buying largely of late securities of the Illinois Central, now holding, it is stated, a majority of the securities and considerable of the stock.

It is stated that Henry Villard, ex-president of the Northern Pacific, who wrecked himself financially on that property, has paid all his debts, and has \$1,000,000 in bank

A. D. Perry, district passenger agent of the Chicago & Alton, is receiving some very encouraging letters from general passenger agents regarding his patent rebate non-scalpable ticket.

When conductors on the Big Four were paid by the month, \$117, they ran from six to nine thousand miles. Now they are paid 251/2 mills per mile run, and receive more meney for running 5,500 miles. Passenger agents here were notified yesterday that the Santa Fe had postponed

cage to California, the cars which are to be put into the service not being ready. The breaking up of a circus is always a bonanza for the passenger men. Last week the Barnum & Bailey circus disbanded at Paducah, and the roads got 769 passengers

putting on its fast solid train from Chi-

for the East from the circus company. D. A. Waterman has been appointed treasurer of the Michigan Central, with headquarters at Grand Central Station. New York. A. J. Burt succeeds him as auditor of the company with headquarters

General Manager Hall, of the Kanawha Dispatch, has established an agency for the line at Indianapolis, appointing W. C. Hobbs agent. Mr. Hobbs has been cennected with the Big Four nifteen years, and is well up in freight matters. It is stated officially that for thirty-four

consecutive months the Chesapeake & Ohio has shown an increase in passenger earnings over the preceding month, once dropping as low as \$378, but usually the increase going up into the thousands. At the meeting of the Western Freight

Association, on Thursday next, it is expected that the failure of -certain Western roads to observe the agreement of Sept. 21 to maintain rates, will cause trouble and possibly delay the formation of the pro-General Passenger Agent Lomax, of the

Union Pacific, has notified general passenger agents interested that, notwithstanding the Union Pacific withdrawing from the Transmissouri Association, on Nov. 1 the road would maintain rates as long as the other roads adhere to the agreement.

Order of Train Dispatchers is the name of the organization formed at Memphis last week, made up of seeeders from the Train Dispatchers of America. It begins with 152 members. In its constitution and bylaws it differs from the old organization only in its protective feature. It has a bylaw approving strikes.

The movement to adopt the five-thousand-mile interchangeable ticket has been abandened by the Western lines. The reaed was that no plan could be upon which would assure to each read its absolute division of the money received for the sale of the tickets. This action will be quite a disappointment to the traveling salesmen, who were the originators of the

The Western Passenger Association lines have adopted as holiday rates fare and onethird for the round trip between all points within two hundred miles of each other. Selling dates are Dec. 24, 25, 26 and 31 and Jan. 1 and 2, 1893; tickets good to return on Jan. 3. The selling dates were made more numerous from the fact that the holidays fall on Sunday, and Monday is likely to be the most generally observed.

The Baltimore & Ohio is making some extensive improvements at Harper's Ferry. The line will be changed a distance of 10, 900 feet, to do which will require the entting of a tunuel through solid rock a distance of eight hundred feet and the building of a bridge over the Potomac river 896 feet in length. The new bridge will be located 225 feet north of the present structure, and will be built nine feet above highwater mark.

Some of the leading roads have given notice that they will not be represented at the mass-meeting of railroad officials from all over the country, called to be held in Chicago, Nov. 21, to discuss world's fair rates. Some of the general passenger agents take the position that the conditions are so different in different sections of the country that no uniform rate could well be adopted. The Vanderbilt lines are of the number. These lines are to be operated for the success of the fair, entirely independent of and regardless of the wishes or actions of other corporations.

Parties are here exhibiting to railroad officials the Seaton automatic electric signal, which will give a signal of an approaching train a distance of a mile or more, if desired. The action of the signal is entirely in the hands of the engineer. In the model it works perfectly, and the parties exhibiting it propose to put it to actual test on some one of the Indianapolis roads. When the signal is set, where a train approaching in an opposite direction on the circuit when within a mile or more, or whatever the distance of the signals apart may be, the engineers on both engines would be warned by the ringing of the signal bell in the cab.

The Boston Advertiser of Saturday has this to say of a railroad property in which Boston has a large and increasing interest: "The Louisville, New Ablany & Chicago is showing very greatly increased earnings since the proceeds of the new stock and bonds issued last year were expended upon improvements upon the property. Fixed charges average, according to last year's report, about \$75,000 per month. The net earnings for July last were \$106,650, for August \$131,187, and the estimated net for September \$151,000. The moreasing business arising from the world's fair is expected to compensate for the usual falling off in commercial business in December, January and February, so that the probabilities are strong that the end of the year will show a divisible surplus for the share-holders and will justify the directors in earrying out their pledge to classify the stock when they have earnings to divide.

Attention has been directed also to the

greatly increased value of the Chicago terminals belonging to the New Albany company by reason of their ownership of one-fifth of the Chicago & Western Indiana and Chicago Beltrailway lines (forty-eight and a half miles in the city of Chicago).

Chairman Blanchard has issued his call for the next regular freight meeting of the Central Traffic Association to be held Nov.

15. Among the subjects to be considered are the following: Proposed basis of divisions of through rates on traffic between Texas points and points in the territory of the association; percentages divisions from Memphis by way of the various Ohio river crossings to Eastern points; basis of east-bound rates on dressed meat and commodi-ties to Boston and New York State points; adjustment of rates on leather to and from Pacific coast points; rule which should apply where returned shipments of unsold exhibits from the world's fair are stopped at intermediate points and not returned to points of origin.

General passenger agent Ford, of the Pennsylvania lines, has written to the officials of the Chicago & Alton in regard to the advance in passenger rates between Chicago and the Missouri river. He says his company cannot agree to the new basis of divisions before Nov. 15, and asks what the individual action of the Alton will be. General passenger agent Charlton replied that the Alton was a party to the agree-ment to put the advanced rates into effect Nov. 1, and that he should certainly adhere to that agreement. He reminded Mr. Ford that the Eastern roads had been duly notified of the advance and that his company, ine common with all the Western lines. would insist upon the payment of increased portions of through business from Nov. 1.

PERSONAL AND SOCIETY.

Miss Scort, of Englewood, is visiting Mr. and Mrs. S. K. Fletcher, on North Ten-

nessee street. Mrs. D. P. Erwin and daughters will be at home Thursdays during the season at the Denison Hotel.

Miss Lewis, of Georgetown, Ky., is visiting Mr. Jackson Landers' family, on North Pennsylvania street. Miss Kate Noble is visiting her cousin, Mrs. Henry L. Wallace, at the corner of Pennsylvania and Fifth streets.

Mrs. M. Steele Bright, of Superior, Wis., is visiting her parents, Gen. and Mrs. James R. Carnahan, at Woodruff Place. Mr. and Mrs. J. G. Patterson will celebrate the twenty-fifth anniversary of their marriage Saturday evening, by entertaining their friends. Mrs. C. A. Waite and Mr. and Miss Pome-

roy have issued invitations for a reception Tuesday evening, the 15th, at their home, No. 114 St. Mary's street. Mrs. Joseph B. Mansur will go to Philadelphia, this week, to visit relatives. Upon

her return she will bring a young friend with her to spend a few weeks. Mr. and Mrs. W. C. Smith will arrive at the Denison this morning from Denyer, Col., after an absence of four months on the Pacific coast and mountain regions.

GENERAL AND MRS, CARNAHAN'S ANNI-

VERSARY.

Gen. and Mrs. James R. Carnahan and daughters gave an elegant reception last evening, in the assembly hall of the Propylæum, in observance of the twenty-fifth anniversary of their marriage. The anniversary had been kept a profound secret by the very few who had been told, so that the first intimation their friends generally had was the dates 1867 and 1892 in evergreen on the north wall. They received numerous congratulations and good wishes. The guests were welcomed by General and Mrs. Carnahan and their daughters, Mrs. M. Steele Bright, of Su-perior. Wis., and Miss Carnahan. The hall, which has been tastefully frescoed in three tints of terra cotta, was beautifully decorated with palms and chrysanthemums. The mantel and fire-place were almost hidden by green and flowers. In one corner of the room was a cozy place with sofas, chairs, extension lamps and palms, which was a pleasant place for a tetra-tete. The friends assisting in entertaining were Mr. and Mrs. Simeon Carey, Mr. and Mrs. Cortland Van Camp, Mr. and Mrs. W. T. Marcy, Major and Mrs. W. J. Richards, Mr. and Mrs. Arthur Bradford Grover, Mr. and Mrs. D. P. Winings, Miss Margaret Lockwood, Miss Katharine B. Eldridge, Mr. Samuel Carey, Mr. Maurice Raschig and Mr. James M. Leathers. On the north side of the room was a bangsomely decorated table with palms and chrysanthemmus, and in the block of ice in the bowl flowers were frozen. Punch was served by Misses Myla Coburn, Katharine Winter, Elinor Van Camp and Nellie Carnaban. The whole east end of the room was filled with a platform, which was screened with palms and flowers. Refreshments were served there in buffet style; in the center was a table with elegant silver and onyx candelabra and a richly ornamented lamp and quantities of flowers strewn about. Extension lamps with colored shades were placed here and there with excellent effect, and the whole was made the most inviting posssible. Hart's orchestra was stationed in the balcony. Early in the evening the music was for the reception and later for dancing. The party was one of the handsomest private entertainments yet given at the Propyigum, and was attended by a large

Hawthorn, of Portland, Ore.; Miss Fletcher, of Orlando, Fla.; Miss Lynch, and Mr. Samuel Miller, of Washington, D. C. BIRTHDAY AND WEDDING. The eighty-fifth birthday of Mr. William Sloane, who for fifty years has resided on East Michigan road, was the occasion for nearly two hundred friends to call and surprise him Sunday at his residence, Mr. Sloane is a remarkably active man for his his age, and would have shown some of those present who felt old at fifty how they danced "Fisher's Hornpipe" in ye olden times if it had not been Sunday. It was a most interesting occasion, and one long to be remembered by all who had the pleasure to be present. While the festivities were in progress Miss Mande Leonard, a granddaughter of Mr. Sloane, and Mr. Thomas Poliard stood up before Rev. Mr. Buchanan and were made one, and the surprised visitors, who knew nothing of their intention, extended their congratulations. The guests were invited to partake of Mrs. Sloane's bounty. Mr. Sloane was the recipient of many presents, among them a beautiful arm-chair, which was formally presented by Rev. Mr. Buchanan in behalf of relations and friends. The party left for their homes at a late hour.

number of representative people, over four hundred invitations having been issued.

Among the guests from abroad were Miss

BURNS-ROBERTS. Special to the Indianapolis Journal.

SHELBYVILLE, Ind., Nov. 7.-Miss Rose Ella Roberts, step-daughter of William R. Norrie, of this city, and Mr. Orion L. Burns, of Areanum, O., were married last night by the Rev. John Reece. The bridal party left on the late train for their future



ONE ENJOYS Both the method and results when Syrup of Figs is taken: it is pleasant and refreshing to the taste, and acts gently yet promptly on the Kidneys, Liver and Bowels, cleanses the system effectually, dispels colds, headaches and fevers and cures habitual constipation. Syrup of Figs is the only remedy of its kind ever produced, pleasing to the taste and acceptable to the stomach, prompt in its action and truly beneficial in its effects, prepared only from the most healthy and agreeable substances, its many excellent qualities commend it to all and have made it the most

popular remedy known. Syrup of Figs is for sale in 50c and \$1 bottles by all leading druggists. Any reliable druggist who may not have it on hand will procure it promptly for any one who wishes to try it. Do not accept any substitute.

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RAILWAY TIME-TABLES.

Indianapolis Union Station. Trains Run by Central Time.

Ticker Offices at Station and at corner Illinois and
Washington Streets.
TRAINS BUN AS FOLLOWS:
*Daily. † Baily, except Sunday. Columbus, Ind. and Louisville. *3:40 am *10:50 pm Philadelphia and New York. *5:00 am *10:15 pm Baltimore and Washington. *5:00 am *10:15 pm Dayton and Springfield. *5:00 am *6:15 pm Martinsville and Vincennes. *8:00 am *6:15 pm Madison and Louisville. *8:05 am *6:00 pm Bichmend and Columbus, O... *18:00 am *6:15 pm Logansport and Chicago. *11:20 am *3:55 pm Payton and Columbus. *11:46 am *7:55 am Philadelphia and New York. *3:00 pm *12:20 pm Baltimore and Washington. *3:00 pm *12:20 pm Baltimore and Washington. *3:00 pm *12:20 pm Columbus, Ind., and Louisville *4:00 pm *10:55 am Columbus, Ind., and Louisville *4:00 pm *10:55 am Columbus, Ind., and Madison. *4:00 pm *10:55 am Columbus, Ind., and Madison. *4:00 pm *10:55 am Columbus, Ind., and Madison. *4:30 pm *10:30 am Pittsburg and East. *5:30 pm *11:40 am Logansport and Chicago. *11:30 pm *3:30 am *3:3 FROM INDIANAPOLIS TO

VANDSUAMANS SHORTEST ROUTE TO ST. LOUIS AND THE WEST. From Indianapolis Union Station.

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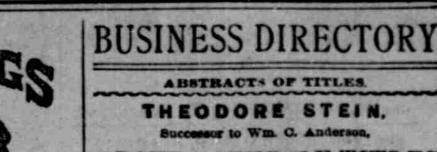
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